

PORTLAND, OREGON, SUNDAY MORNING, JANUARY 15, 1922.

## ATTEMPT TO DIVERT PARK ROUTE FAILS

### Oregon Tourist Bureau Envoy Is Told Directing of Yellowstone Trail to Portland Would Mean Breaking Faith With Seattle.

By E. C. Johnson  
The effort made by the Oregon Information and Tourist Bureau to have the Columbia river highway made a part of the Yellowstone trail, which is routed through Spokane, Walla Walla and the Yakima valley across the Snoqualmie pass to the coast at Seattle, has ended in failure. The request to the Yellowstone Trail association made by Sydney E. Vincent of the Oregon Information and Tourist Bureau to adopt the road from Walla Walla to Pendleton and thence over the Columbia river highway to Portland as an optional route has been definitely refused by the executive committee of the association.

The reasons for the refusal are given in a letter to Leslie Butler, chairman of the Oregon Tourist and Information Bureau, by H. C. Cooley, general manager of the Yellowstone Trail association. He writes:

"The formal application for a change of route on the west coast in the Yellowstone trail was made by Mr. Vincent in the name of the Oregon Information and Tourist Bureau under date of October 27, 1921, and the application asked for an optional route or a dividing of the route of the Yellowstone trail at Walla Walla showing two roads from Walla Walla to the Pacific coast—one by way of the present route and the other by way of Pendleton and thence over the Columbia river highway route to Portland.

**NOT TO BE DIVIDED**  
The Yellowstone Trail association some seven years ago adopted the following well defined policy:

"That the Yellowstone trail shall be a single route and undivided in any point across the continent in the northern part of the United States.

"This policy was adopted, in the first place, because of the growing number of places to which it was insisted that the trail show a divided route, or a loop route as an optional route for travel and the sponsors for the trail saw themselves gradually being pushed into a system of divided roads scattering the interest and intensity of the work of the Yellowstone trail to a degree that it would become so general that its effect would be largely lost.

"With the adoption of this policy, all branches, loops and optional routes were entirely erased from the map of the Yellowstone trail as a part of the trail, and each year since that time, the several states comprising the Yellowstone trail organization have gone on record as favoring the sustenance of this policy. However, no organization has any rule which the organization itself cannot change if they believe it wise, and therefore this application was received in case of an application effecting the route of the Yellowstone trail the proposed change of route, or optional route, and therefore this application was referred to the Washington state meeting of the Yellowstone Trail association held at Spokane on October 31, 1921, in the following language known as special proposition 'A' in our records:

**WASHINGTON SAYS NO**

"Shall the route of the Yellowstone Trail be changed to extend west from Walla Walla by way of Pendleton, Or., and thence over the Columbia River Highway to Portland, Or., instead of by the present route, or shall the Yellowstone Trail show an optional route extending from Walla Walla to Portland, Or., by way of the Columbia River highway?"

"You will note that in the stating of this proposition it was submitted to the Washington state meeting first as a change of route because of the policy described above and secondly as an optional route so that if it is desired the policy of the Yellowstone Trail association might be changed.

"Of course, this proposition was under a serious disadvantage from the fact that the towns and communities now on the Trail in the state of Washington are a part of the organization, while the communities not on the Yellowstone Trail are not a part of the organization. The Washington state meeting passed on this proposition by a vote of No. 10, against a change of route and an optional route.

"However, the action of a state meeting in such a binding national executive committee and the questions submitted to a state meeting are given to them for the purpose of getting their recommendations in the matter. It is never to act to make any change in the hands of the national executive committee consisting of a member elected from each one of the state meetings.

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## A SNAPPY NEW CAR IN A PICTURESQUE SETTING



Two Views of Periwinkle Boulevard

## Motorcycle Firms Shift; Indian Has New Operating Base

Two motorcycle dealers in the city have acquired for themselves more elbow room recently. On the first of the month the Indian Motorcycle company moved from 204 Fourth street across the street to No. 209. The firm now has show room space on Fourth street and an entrance on Salmon street to its garage, its home being L-shaped.

The Motorcycle Supply company has benefited by the move of the Indian company, as the latter concern had occupied a part of the space leased by the Motorcycle Supply company. This space will now be used to the advantage of the out of town customers of the Motorcycle Sales company.

## Winter Troubles Discussed Use of Care Will Save Expense

The present article by The Journal's automotive expert deals with various troubles that come along with cold weather and by themselves. Also, the subject of the close clutch is taken up here. Besides giving information on these or other subjects may secure the same without cost by addressing the Sunday Editor of The Journal.

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## MUCH ROAD WORK NEEDED IN STATE

### Development Program of 1917 to Be Completed This Year; Two Main Roads Nearly Done.

The state highway development which began in 1917 reached its climax with the year just closed and from now on there will be a decline in the way of construction, with the possibility that it will cease at the end of the present year unless further funds are supplied by legislative enactment. It is quite apparent that the system mapped out by the legislature of 1917 will not be improved unless further resources are provided.

For the coming season there will be available state bonds to the amount of approximately \$7,000,000, the final installment of the total authorizations of approximately \$40,000,000, or quite near the limitation of the state constitution. It is hoped this year will see the final improvement of the Columbia river and Pacific highways on which thus far approximately \$25,000,000 have been expended. The Columbia river highway is practically complete. There are a few miles of pavement to be laid between Mosier and The Dalles. The contract for this work is already let. A stretch of about a mile through the town of Rainier is yet to be improved as is also the gap between Astoria and Warrenton. On the Pacific highway, including the west side branch, there remain to be constructed about 23 miles of grading and 117 miles of paving to secure a finished road. To obtain this result it is estimated that the cost will be approximately \$4,000,000. Besides finishing the two main highways the plans of the state highway commission, it is understood, contemplates the completion of the Old Oregon Trail its full length and to make the John Day highway a usable road from Arlington to Prairie City. Work will also be pushed on the Dalles-California highway, the Mount Hood loop, the McKenzie pass and Crater Lake roads.

## Oregon Wilds' Fame Spreads Jerseyite Hears About Game

The name and fame of Oregon hunting has spread even unto New Jersey, according to a letter received by A. C. Stevens, Portland automobile dealer. The communication is from Arthur L. Garrabrant, manager of the used car department of the Newark, N. J., branch of the Detroit Cadillac Motor Car company.

## Portland Man Has Wood Paving Block To Eliminate Shock

A patented wood paving block, designed to combat the deteriorating effects of water, has been perfected by W. H. Hollenbeck of 404 1/2 Washington street. The block is constructed of fir, six inches thick, with grooves in which to pour a cementing mixture which will prevent seepage and decay. Hollenbeck believes his block on six inches of concrete will give an ideal pavement.

## STANDARDIZATION OF SIGNS WANTED

### Bureau of Public Roads Hopes to Decrease Accidents by Making Danger Signals Conform.

Standardize danger signs along American roadways! Make them alike from coast to coast!

## California Plans a Big Campaign of Highway Building

Sacramento, Cal., Jan. 14.—Concrete evidence that the state highway commission plans an aggressive campaign of highway construction during the winter and spring comes in the announcement by the state highway finance board that \$7,000,000 worth of state highway bonds will be offered for sale December 22 next.

## Auto Blue Book and Motor Life Bought By Joseph J. White

New York, Jan. 14.—The property of the Automobile Blue Book Publishing company, which includes Motor Life and the Blue Book, have been sold to Joseph J. White of the Hill Binding company of Chicago. The sale was made for cash by the credit stockholders who have been operating the property for the past few months, in accordance with a resolution adopted by the stockholders, directing that the sale be made, on November 1. There will be an immediate distribution of the assets among the credit stockholders.

## Auto Show Spaces All Taken Out-of-Town People Coming

The band will play, the boys will shout, and it is confidently expected that the ladies will turn out when the doors of The Auditorium are opened to admit Portland to the annual showing by Portland automobile dealers of the pride of the nation's automobile factories. One week remains for the busy show committee of the Portland Automobile Dealers' association, which is putting on the show, before the public will have its opportunity to tread its way from one dazzling exhibit to another on any of three floors covered with automobiles and products that belong to the automobile world.

## AUTO CAMPS OF DISTRICT ADOPT RULES

### Cities of Northwest Will Charge 50 Cents a Day for Park Space, by Vote of Association Formed at a Conference at Spokane.

The decision that all automobile tourist camp grounds in the Northwest should adopt a standard of services to be rendered and fee to be charged was reached at the conference held in Spokane recently. The meeting was the first gathering of representatives of the various cities maintaining camps for tourists, and from it sprang the Pacific-Rocky Mountain-Northwestern Tourist Camp association.

Prior to the session, which C. F. Keyser, superintendent of Portland parks, attended as representative of the city, S. C. Pier, commissioner of parks, expressed the opinion that a minimum charge of 50 cents a day should be made for all tourists in all towns. This contention was borne out by the unanimous acceptance of this fee by the newly formed association, all members pledging themselves to make the charge.

In the matter of services rendered, a greater discussion was raised. The smaller towns took the stand that they could not afford to provide all the conveniences found in the camp grounds of the large cities and they favored a rigid rule binding all camps to a maximum service, which was to include merely sanitation of the grounds, general lighting, free water and free fuel.

**WANT NOSE DISAPPOINTED**  
In explanation of their stand the smaller towns declared that tourists visiting the larger cities first received these conveniences, and upon failing to get them at the smaller towns, went away dissatisfied. Representatives of the large cities concurred in the opinion, but stated that economic conditions in each town should be the governing factor and refused to accept such a proviso as binding. They took the stand that such services should be regarded as the minimum and adopted this as the policy.

"One of the remarkable features of the conference," Keyser said, "was the extent of the belief that the day of the free camp ground was gone. All present at the meeting expressed their opinion and held that a reasonable charge should be made for the privilege of using a camp ground. Representatives from all parts of the Northwest agreed that automobile camps should be self-supporting, and this was the basis of all discussion.

More than 30 communities were represented at the conference, he said. Of this number there were but two that have no municipally owned campsites.

**BULLETINS PLANNED**  
Plans are now being perfected for the publication and distribution of bulletins between the various member communities of the conference. These bulletins will deal with problems of the various communities and will also be used to notify all motorists who have been found to be undesirable.

By use of the bulletin and a strict system of registering all cars by the license number the association hopes to check the organized stealing of automobiles. All members pledged themselves to keep a record of all cars passing through the camps.

"All this works in nicely with the plans of the Portland camp," said Keyser. "As Commissioner Pier suggested before the conference, the fee will be made 50 cents a day, with a 10 day limit at the Portland camp. A system of registration will be adopted to keep tabs on the motor camps visiting the grounds. Of course Portland will not make a place than is required by the agreement for we would be foolish to exclude the use of the Peninsula park gymnasium playground and use of other features there from the patrons of the camp.

**HOTELS NOT HURT**  
Then, too, there will be wash racks for washing cars, laundry tubs, gas stoves for cooking and wood for bonfires in addition to the other facilities. The question of the extent to which the campground took business away from hotels and local garage men was discussed at the conference. From statistics it was shown that less than 5 per cent of the motor tourists patronized either the hotels or garages. It was the opinion of the delegates that these dealers would camp where the hotels and communities might as well provide a place where some form of police supervision could be maintained.

The Portland camp was not extended and by the opening of the tourist season the 12 acres just added will be ready for use, Keyser stated. The new stockholders.

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